

## **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The second-stage PUD advances the purposes of the Comprehensive Plan, is consistent with the Future Land Use Map and Generalized Policy Map, complies with the guiding principles in the Comprehensive Plan, and furthers a number of the Comprehensive Plan's elements.

### **1. Purposes of the Comprehensive Plan**

The purposes of the Comprehensive Plan are six-fold: (1) to define the requirements and aspirations of District residents and, accordingly, influence social, economic and physical development; (2) to guide executive and legislative decisions on matters affecting the District and its citizens; (3) to promote economic growth and jobs for District residents; (4) to guide private and public development in order to achieve District and community goals; (5) to maintain and enhance the natural and architectural assets of the District; and (6) to assist in conservation, stabilization, and improvement of each neighborhood and community in the District. (D.C. Code §1-245(b)).

The second-stage PUD significantly advances these purposes by promoting the social, physical, and economic development of the District through the provision of a high-quality new office building with ground floor retail on the Subject Property without generating any adverse impacts.

### **2. Future Land Use Map**

The Comprehensive Plan Future Land Use Map designates the Subject Property in the Mixed-Use (Medium Density Residential/Moderate Density Commercial) land use categories (*see Exhibit B*). According to the Framework Element, areas identified on the FLUM as Mixed Use “indicate areas where the mixing of two or more land uses is encouraged...The general density and intensity of development within a given Mixed Use area is determined by the specific mix of uses shown” (10-A DCMR § 225.18 – 225.19). Further, the Framework Element states that a “variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities.” 10-A DCMR § 225.21.<sup>1</sup>

The Medium Density Residential designation is used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. The R-5-B [RA-2] and R-5-C [RA-3] zone districts are generally consistent with the medium-density designation, although other zones may apply in some locations. 10-A DCMR § 225.5.

The Moderate Density Commercial designation is used to define shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas.

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<sup>1</sup> The current Framework Element was adopted by the D.C. Council in 2013, prior to implementation of the 2016 Zoning Regulations which involved a renaming of all zone districts. As such, the FLUM land use definitions refer to the previous zone district names which no longer are in use. Where necessary, this memorandum includes in brackets [] the new zone district name that replaced the previous zone district name.

Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A [MU-4], C-2-B [MU-5], and C-3-A [MU-6], although other districts may apply. 10-A DCMR § 225.9.

The Framework Element of the Comprehensive Plan provides that the [FLUM] is not a zoning map. *See* 10A DCMR § 226.1(a); *see also* Z.C. Order No. 13-05; Z.C. Order No. 11-13; and Z.C. Order No. 10-28. Whereas zoning maps are parcel-specific and establish detailed requirements for setback, height, use, parking, and other attributes, the Future Land Use Map does not follow parcel boundaries and its categories do not specify allowable uses or dimensional standards. By definition, the Future Land Use Map is to be interpreted broadly. 10A DCMR § 226.1(a). Furthermore, the land use category definitions describe the general character of development in each area, citing typical building heights (in stories) as appropriate. The granting of density bonuses (for example, through Planned Unit Developments) may result in heights that exceed the typical ranges cited. *Id.* at § 226.1(c); *see also* Z.C. Order No. 13-05, Finding of Fact No. 51. The zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the citywide elements and the area elements, as well as approved Small Area Plans. 10-A DCMR § 266.1(d).

In Z.C. Order No. 08-06, Finding of Fact (“FF”) No. 42, the Commission found that the Applicant’s proposal in the first stage PUD application to rezone the PUD Site to the C-3-A zone district and to redevelop the PUD Site into a neighborhood center with a mix of office, retail, service, and residential uses was fully consistent with the Future Land Use Map.

### **3. Generalized Policy Map**

The purpose of the Generalized Policy Map (“GPM”) is to categorize how different parts of the District may change between 2005 and 2025, and is intended to be used to guide land use decision-making in conjunction with the Comprehensive Plan text, the FLUM, and other Comprehensive Plan maps. Boundaries on the map are to be interpreted in concert with these other sources, as well as the actual physical characteristics of each location shown. 10-A DCMR § 223.12. As such, similar to the FLUM, the GPM is also intended to be interpreted broadly.

The Subject Property is located in a Neighborhood Conservation Area on the GPM (*see Exhibit C*). Neighborhood Conservation areas have very little vacant or underutilized land. They are primarily residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years. Where change occurs, it will be modest in scale and will consist primarily of scattered site infill housing, public facilities, and institutional uses. Major changes in density over current (2005) conditions are not expected but some new development and reuse opportunities are anticipated. 10-A DCMR § 223.4. The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods. Limited development and redevelopment opportunities do exist within these areas but they are small in scale. The diversity of land uses and building types in these areas should be maintained and new development and alterations should be compatible with the existing scale and architectural

character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map. 10-A DCMR § 223.5.

Notably, as shown in Exhibit D, the Subject Property is situated between Martin Luther King Jr Avenue, SE on the east, which is designated as “Main Street Mixed Use Corridors” on the GPM, and the area to the west containing the Anacostia Freeway, Anacostia Metro Station, and Poplar Point, which designated as a Land Use Change Area and is part of the Central Employment District. The GPM defines Main Street Mixed Use Corridors as traditional commercial business corridors with a concentration of older storefronts along the street. Their common feature is that they have a pedestrian-oriented environment with traditional storefronts, many of which have upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 10-A DCMR § 223.14. In contrast, the GPM describes Land Use Change Areas as representing areas where change to a different land use from what exists today is anticipated, and which represent many of the city’s large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated to undergo redevelopment. In some cases, the FLUM depicts the specific mix of uses expected for these areas. Such is the case for the nearby Poplar Point area which is designated on the FLUM as Mixed Use (Institutional / Medium Density Commercial / High Density Residential).

Based on the above, the second stage PUD is not inconsistent with the Generalized Policy Map. In contrast to the definition of a Neighborhood Conservation Area, the Subject Property, and the entire first-stage PUD site, primarily consists of vacant and underutilized land, and is commercial in character. Considering the actual physical surroundings of the Subject Property, and the surrounding GPM designations, the second stage PUD will provide an appropriate transition between the lower-scale Martin Luther King Jr. Ave, SE main street corridor along to the east and the higher density development contemplated for the Poplar Point area, which at the same time carrying out the policy goals of the GPM related to the maintenance, conservation, enhancement of existing land uses and community character.

#### **4. Compliance with Guiding Principles of the Comprehensive Plan**

The Commission previously found that the first stage PUD is consistent with many guiding principles in the Comprehensive Plan for managing growth and change, creating successful neighborhoods, increasing access to education and employment, connecting the city, and building green and healthy communities. *See* Z.C. Order No. 08-07, FF No. 38. The second stage PUD is also consistent with the Comprehensive Plan’s guiding principles as follows:

##### **a. Managing Growth and Change.**

In order to manage growth and change in the District, the Comprehensive Plan encourages the growth of both residential and non-residential uses, and states that non-residential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. 10A DCMR § 217.4. The Comprehensive Plan also states that redevelopment and infill opportunities near transit stations is an important component of reinvigorating and enhancing neighborhoods.

The second stage PUD is fully-consistent with these goals. The project involves the development of a new office building with ground floor retail, which will benefit residents by creating both construction and permanent jobs and opportunities for less affluent households to increase their income. In addition, the project's location in close proximity to the Anacostia Metrorail station and multiple Metrobus routes will respect the broader community context and will add to the revitalization of the neighborhood.

b. Creating Successful Neighborhoods.

One of the guiding principles for creating successful neighborhoods is getting public input in decisions about land use and development, from development of the Comprehensive Plan to implementation of the plan's elements. The second stage PUD furthers this goal since, as part of the PUD process, the Applicant is working with Advisory Neighborhood Commission ("ANC") 8A, the ANC within which the Subject Property is located, to ensure that the development provides a positive impact on the immediate neighborhood.

c. Increasing Access to Education and Employment

This guiding principal states that increasing access to jobs is fundamental to improving the lives and economic well-being of District residents. Sufficient land should be planned and zoned for new job centers in areas with high unemployment and under-employment. Consistent with this principal, the second stage PUD is for an office building, thus creating and increasing access to new jobs for District residents—both temporary jobs during construction and full-time jobs within the office building following its completion.

d. Building Green and Healthy Communities.

A major objective for building green and healthy communities is that building construction and renovation should minimize the use of non-renewable resources, promote energy and water conservation, and reduce harmful effects on the natural environment. As discussed in the application statement, Building 4 will include a substantial number of sustainable design features and will achieve LEED Gold v.4.

**5. Land Use Element**

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to: “[e]nsure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries.”

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Land Use Element, as well as with the following specific Land Use Element policies that are applicable to the proposed second-stage PUD:

LU-1.3.2: Development Around Metrorail Stations – Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land uses and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas.

LU-1.4.1: Infill Development – Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods – Recognize the importance of balancing goals to increase the housing supply and expand neighborhood commerce with parallel goals to protect neighborhood character, preserve historic resources, and restore the environment. The overarching goal to “create successful neighborhoods” in all parts of the city requires an emphasis on conservation in some neighborhoods and revitalization in others.

LU-2.2.4: Neighborhood Beautification – Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, façade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements.

LU-2.3.2: Mitigation of Commercial Development Impacts – Manage new commercial development so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas. Before commercial development is approved, establish requirements for traffic and noise control, parking and loading management, building design, hours of operation, and other measures as needed to avoid such adverse effects.

LU-2.4.5: Encouraging Nodal Development – Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

LU-2.4.6: Scale and Design of New Commercial Uses – Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.

Policy LU-2.4.8: Addressing Commercial Parking Impacts – Ensure that the District’s zoning regulations consider the traffic and parking impacts of different commercial activities, and include provisions to mitigate the parking demand and congestion problems that may result as new development occurs, especially as related to loading and goods delivery.

## **6. Transportation Element**

The Transportation Element of the Comprehensive Plan provides policies and actions to maintain and improve the District’s transportation system and enhance the travel choices of current and future residents. These policies are complemented by policies in the Land Use, Urban Design, and Environmental Protection elements on related topics such as air quality and the management of public space. The goal of the Transportation Element is to: “[c]reate a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents.”

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Transportation Element, as well as with the following specific Transportation Element policies that are applicable to the proposed second-stage PUD:

T-1.1.2: Land Use Impact Assessment - Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including that of carbon dioxide, should be included in the assessment to land use impacts.

Action T-1.1.B: Transportation Improvements – Require transportation demand management measures and transportation support facilities, such as crosswalks, bus shelters, transit resource and information kiosks, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process.

T-1.2.3: Discouraging Auto-Oriented Uses – Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.

T-1.3.1: Transit-Accessible Employment - Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. This would maximize the use of major transit investments such as Metrorail, and enhance the efficiency of the regional transportation system.

T-2.2.2: Connecting District Neighborhoods – Improve connections between District neighborhoods through upgraded transit, auto, pedestrian and bike connections, and by removing or minimizing existing physical barriers such as railroads and highways. However, no freeway or

highway removal shall be undertaken prior to the completion of an adequate and feasible alternative traffic plan that has been approved by the District government.

T-2.3.3: Bicycle Safety – Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist.

T-2.3.A: Bicycle Facilities - Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.

T-2.4.1: Pedestrian Network – Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city.

T-3.1.1: Transportation Demand Management (TDM) Programs – Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system.

T-3.3.4: Truck Management – Manage truck circulation in the city to avoid negative impacts on residential streets and reduce the volume of truck traffic on major commuter routes during peak travel hours.

T-3.4.1: Traveler Information Systems – Promote user-friendly, accurate, and timely traveler information systems for highways and transit such as variable message signs, Global Positioning System (GPS) traffic information, and real-time bus arrival information, to improve traffic flow and customer satisfaction.

## **7. Housing Element**

The Housing Element of the Comprehensive Plan describes the importance of housing to neighborhood quality in the District of Columbia and the importance of providing housing opportunities for all segments of the city’s population. The critical housing issues facing the District of Columbia are addressed in the Housing Element, and include ensuring housing affordability, fostering housing production, conserving existing housing stock, promoting home ownership, and providing housing for residents with special needs. The overarching goal of the Housing Element is to “[d]evelop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia.”

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Housing Element, as well as with the following specific Housing Element policies that are applicable to the proposed second-stage PUD:

H-1.2.C: New Revenue Sources – Identify and tap new sources of revenue for the Housing Production Trust Fund (HPTF) to produce affordable housing and keep rental and owned housing affordable. These new sources could include increases in the portion of the deed recordation tax

dedicated to the HPTF, increases in the recordation tax, or earmarking of a portion of residential property tax revenue increases to the Fund.

## **8. Environmental Protection Element**

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biological resources. The element provides policies and actions on important issues such as restoring the city's tree canopy, energy conservation, and air quality. The second-stage PUD will substantially improve the environmental quality of the Subject Property by redeveloping the site with a sustainably designed mixed-use development.

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Environmental Element, as well as with the following specific Environmental Protection Element policies that are applicable to the proposed second-stage PUD:

E-1.1.1: Street Tree Planting and Maintenance – Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods.

E-1.1.2: Tree Requirements in New Development – Use planning, zoning, and building regulations to ensure that trees are retained and planted when new development occurs, and that dying trees are removed and replaced. If tree planting and landscaping are required as a condition of permit approval, also require provisions for ongoing maintenance.

E-1.1.3: Landscaping – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.

E-2.1.1: Promoting Water Conservation – Promote the efficient use of existing water supplies through a variety of water conservation measures, including the use of plumbing fixtures designed for water efficiency, drought-tolerant landscaping, and irrigation systems designed to conserve water.

E-2.2.1: Energy Efficiency – Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees.

E-2.2.4: Alternative Energy Sources – Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development, and benefit environmental quality. A key goal is the continued availability and access to unobstructed, direct



sunlight for distributed-energy generators and passive-solar homes relying on the sun as a primary energy source.

E-2.2.5: Energy Efficient Building and Site Planning - Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals.

E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.

E-3.2.1: Support for Green Building - Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.

E-4.3.5: Noise and Land Use Compatibility – Avoid locating new land uses that generate excessive noise adjacent to sensitive uses such as housing, hospitals, and schools. Conversely, avoid locating new noise-sensitive uses within areas where noise levels exceed federal and District guidelines for those uses.

## **9. Economic Development Element**

The Economic Development Element addresses the future of the District's economy and the creation of economic opportunity for current and future residents. It includes strategies to sustain Washington's major industries, diversify our economy, accommodate job growth, maintain small businesses and neighborhood commercial districts, and increase access to employment for District residents. As it pertains to the subject application, the overarching goal of the element is to strengthen the District's economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, and helping a greater number of District residents find and keep jobs in the Washington regional economy.

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Economic Development Element, as well as with the following specific Economic Development Element policies that are applicable to the proposed second-stage PUD:

ED-2.1.1: Office Growth – Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront.

ED-2.1.5: Infill and Renovation – Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space.

ED-2.2.1: Expanding the Retail Sector – Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas.

## **10. Urban Design Element**

The goal of the Comprehensive Plan’s Urban Design Element is to “[e]nhance the beauty and livability of the city by protecting its historic design legacy, reinforcing the identity of its neighborhoods, harmoniously integrating new construction with existing buildings and the natural environment, and improving the vitality, appearance, and security of streets and public spaces.” The Urban Design Element specifically promotes thoughtful infill development that avoids overpowering contrasts in scale, height, and density. In addition, the Element stipulates that commercial and mixed-use development should be harmonious with its surroundings, but not necessarily duplicate adjacent buildings. Rather, it states that new construction should “respect the basic block characteristics like building alignment, access, proportion of openings, exterior architectural details, and heights.”

Overall the proposed second-stage PUD is not inconsistent with the above stated goal of the Urban Design Element, as well as with the following specific Urban Design Element policies that are applicable to the proposed second-stage PUD:

UD-1.2.2: Protecting the Topographic “Bowl” – Consistent with the Federal Elements of the Comprehensive Plan, maintain the prominence of the topographic bowl formed by lowland and rim features of the L’Enfant city. This should include preserving the green setting of the Anacostia hills and maintaining the visual prominence of the Florida Avenue escarpment.

UD-1.2.4: View Protection – Recognize and protect major views in the city, particularly characteristic views of city landmarks, and views from important vantage points. Recognize the importance of views to the quality of life in the city and the identity of Washington and its neighborhoods.

UD-2.2.1: Neighborhood Character and Identity – Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.

UD-2.2.3: Neighborhood Centers – Undertake strategic and coordinated efforts to create neighborhood centers, civic buildings, and shopping places that reinforce community identity.

UD-2.2.5: Creating Attractive Facades – Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.

UD-2.2.7: Infill Development – Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs.

UD-3.1.1: Improving Streetscape Design - Improve the appearance and identity of the District’s streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street “furniture”, and adjacent building facades.

UD-3.1.7: Improving the Street Environment – Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

UD-3.1.11: Private Sector Streetscape Improvements - As appropriate and necessary, require streetscape improvements by the private sector in conjunction with development or renovation of adjacent properties.

## **11. Far Southeast and Southwest Area Element**

The Subject Property is located within the boundary of the Far Southeast and Southwest Area Element of the Comprehensive Plan, which encompasses a 10 square mile area east of the Anacostia Freeway and south of Good Hope Road/Naylor Road.

FSS-1.1.9: Parking – Support additional dedicated off-street parking and loading areas in the business districts at Martin Luther King Jr Avenue/Malcolm X Avenue, Alabama Avenue/23rd Street, and Historic Anacostia. Work with local merchants in each area to identify potential sites.

FSS-2.1.1: Historic Anacostia Revitalization – Encourage the continued revitalization of Historic Anacostia as a safe, walkable, and attractive neighborhood, with restored historic buildings and compatible, well-designed mixed use projects. New development should serve a variety of income groups and household types and should restore needed retail services to the community.

FSS-2.1.2: Activity Concentrations – Concentrate development activity in Historic Anacostia at the following locations: (b.) The W Street/Martin Luther King Jr Avenue area, where diverse new housing opportunities and ground floor retail should be encouraged on parking lots and underutilized sites.

FSS-2.1.3: Pedestrian Connectivity – Improve connections between the Anacostia Metro station, Poplar Point, Anacostia Park, Cedar Hill, the Good Hope Road area, and Hillsdale/Fort Stanton, especially for pedestrians and transit users.